

No. 16,304.

號十月八年五十五百九千壹英

SONGKONG, TUESDAY, AUGUST 10, 1915.

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PILSENER BEER.

SWEEPSTAKE ACTION.

Subscribers' Motion for Return of Money.

Mr. Justice Neville, in the Chancery Division, has heard a motion by subscribers to certain sweepstakes advertised in John Bull, who desired the return of their money. The plaintiffs were Mr. Robert Fisher Robertson and Mr. Frank Leonard Hale on behalf of themselves and all other subscribers to the Patrick O'Brien's Great Combination Sweep (1914) of £20,000; Mr. Charles Henry Burton Shaw, subscriber to the Patrick O'Brien John Bull (1915) Football Cup Sweep of £10,000; and Mr. Sidney Charles Ebbage, subscriber to the "John Bull" Daily Sweep (1915) of £10,000. The defendants were Mr. John Henry Bennett, Sir Frederick Denham Cecil Arkwright Hartwell, Bart., and Mr. Horatio Bottomley.

Mr. Bennett, K.C., for the plaintiffs, stated that the terms of the motion was that all these three sweeps had totally failed, and the defendants were proposing to carry over the subscriptions for the purposes of a new sweep, which was to be drawn in the next Monday. To this the defendants' counsel objected, by the three defendants the plaintiffs had only succeeded in securing Mr. Bottomley with notice of the motion. They knew Bennett's address, but had been unable to serve him. Sir Frederick Hartwell was said to be in the Dardanelles, and the plaintiffs had only succeeded in securing Mr. Bottomley with notice of the motion. They knew Bennett's address, but had been unable to serve him. Sir Frederick Hartwell was said to be in the Dardanelles, and the plaintiffs had only succeeded in securing Mr. Bottomley with notice of the motion.

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By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, July 27, 1915. 643

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Electric Facial Massage with
Massage Cream, Perfume,
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EXPERIENCED HAND
Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.
12, D'Almeida Street.
Hongkong, July 5, 1915. 641

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The registered postage is 18 sen, to Korea
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It is a Good Advertising Medium.

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noticed this work in the highest terms.

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time from Japan! The reader is apt at
first to regard it as a curiosity, as a sign
that the East has now become Western
practically almost to the last detail. But
"Who's Who in Japan" is far more than
a curiosity; it is a very sound and useful
reference book. It is printed in English
and contains brief biographies, on the
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Hongkong, April 11, 1912.

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Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

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Bournville COCOA represents the

highest grade of nutritive cocoa at present on

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is second to none in any respect whatsoever.

Medical Magazine, March, 1912

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rich red blood and

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BY TELEGRAPH.

THE PROGRESS OF THE WAR.

RENEWED ACTIVITY ON THE WESTERN FRONT.

THE ENEMY REPULSED AT SEVERAL POINTS.

BULGARIA'S DECISION ANXIOUSLY AWAITED.

(Reuter's Service to the China Mail.)

ON THE WESTERN FRONT.

FRESH GERMAN ATTACKS FAIL.

LONDON, Aug. 9, 5 p.m.

A Paris message says there has been violent fighting at Souchez and Neuville, in which the German attacks were completely defeated by the use of the grenade.

The battle continues in the Argonne, the French having the advantage. The Germans in the Vosges made another attack at Lingkopf, which completely failed.

The French curtain of fire inflicted considerable losses on the enemy.

CROWN PRINCE'S ARMY REPULSED.

The Germans yesterday launched fierce attacks in the Argonne, states a telegram from Paris.

The Crown Prince's Army succeeded in the evening in penetrating into the French works but was driven out by a counter-attack.

Then in the night time, the Germans attacked the Ellomorte sector and gained a footing in a trench but they were immediately expelled except from a front of 30 yards.

The communiqué adds that the enemy made extremely violent assaults in the Vosges especially against Lingkopf and Schratzmaele and in the neck between those hills.

The Germans were completely defeated and suffered heavy losses. Before one of our companies alone over 100 German dead were hanging on the wire entanglements.

AN IMPORTANT RUSSIAN SUCCESS.

GERMANS ABANDON ATTACK ON RIGA.

LONDON, August 9.

A telegram from Petrograd states that the abandonment of the German attack on Riga marks the failure of the German scheme of forcing battle with the retreating Russians before they reached the Dvina river line. The stubbornness of the Russian defence at Narva contributed mainly to this important success.

THE SUBMARINE ATTACK ON THE ORDUNA.

LONDON, August 9.

A despatch published in New York says that the German Admiralty confirm the submarine attack on the Cunard liner "Orduna" without warning.

MORE GERMAN BARBARITY.

LONDON, August 9.

A postcard from a French prisoner in Westphalia, received in Paris, states that 5,000 French prisoners, especially chosen by birth and education, have been segregated in a camp among marshes and treated like convicts as reprisals for alleged ill-treatment of German prisoners in the French Colonies.

AUSTRALASIAN METAL EXCHANGE.

LONDON, August 9.

A telegram from Melbourne states that the Commonwealth has decided to establish a metal exchange on September 6. Thereafter all transactions must be conducted through the exchange.

SWEDEN'S NEUTRALITY.

LONDON, August 9.

Reuter's Agency learns that all rumours that Sweden is likely to abandon neutrality is unfounded. Her relations with Russia are of the friendliest.

BULGARIA AND THE WAR.

A MOMENTOUS DECISION.

LONDON, Aug. 9.

A telegram from Sofia says the Allies replied on the 3rd instant to Bulgaria's Note of June 15th. The newspapers attribute the reply, which was not expected at this juncture, to a desire on the part of the Entente to anticipate the eventual conclusion of the Turco-Bulgarian Agreement. Some say that the reply was delayed until the Allies were able to offer Bulgaria satisfactory terms, and state that this is apparently confirmed by the simultaneous dispatches made at Athens and Nish.

These communications are purely conjectural, as the nature of the reply has not been disclosed. The opinion is expressed that the negotiations between the Entente and Bulgaria have now entered on a decisive phase.

WILL BULGARIA CO-OPERATE WITH THE ALLIES?

One statesman adds: "The absorbing question now is what new elements are to come into being? Bulgaria's co-operation would give us Constantinople in a month, but Bulgaria will not march until she is assured of the possession of Macedonia, while Serbia refuses to part with Macedonia, no matter what the compensation."

A UNITED RUSSIA.

Dr. Dillon, the Daily Telegraph's Petrograd correspondent, says he has received letters from a Russian statesman stating that the fall of Warsaw has permanently destroyed the barriers separating the people and the Government, and has caused the most torpid elements into resolution to remedy the Russian deficiencies and to utterly defeat the enemy.

BY TELEGRAPH.

THE RUSSIAN "LLOYD GEORGE" BUSY.

LONDON, Aug. 9.

A telegram from Petrograd says that M. Gatchkov, the ex-President of the Duma, who is styled the "Russian Lloyd George," presided on Saturday at a Congress of the Committee organising industry for military purposes, at which speeches were made by representatives of all parts of the Empire. M. Gatchkov, the "Moscow millionaire," said that Russia would resist if necessary in the Ural Mountains and fight to the last man.

MORE SUBMARINE PIRACY.

LONDON, Aug. 9.

The British steamer Racer, the Swedish steamer Jafnaland, and the trawler Ocean Queen have been sunk. The crews were saved.

MAJOR-GENERAL HUNTER-WESTON ILL.

LONDON, August 9.

General Bailford, the temporary French Commander-in-Chief at the Dardanelles, has issued an Order stating that Major-General Hunter-Weston, commanding a British Corps, has been compelled to leave owing to illness. General Sir Ian Hamilton, in a despatch at the beginning of July, highly praised Major-General Hunter-Weston.

MORE MEN FOR THE BRITISH NAVY.

LARGEST NUMBER RAISED SINCE THE NAPOLEONIC WARS.

The vote for the addition of 70,000 officers and men to the active list of the Navy, which Dr. Macnamara recently introduced in the House of Commons, will bring up the total number of our seamen and marines to 300,000. This figure is only equal to the last instalment of our military strength asked for by Lord Kitchener. It is indeed an interesting fact that although the British Fleet, as Mr. Lambert, the late Civil Lord of the Admiralty, said yesterday, is the master key of the situation, in point of numbers of officers and men it bears no comparison to the Army.

According to Mr. Lloyd George's calculation, there are about three times as many British soldiers in Flanders as there are sailors in the whole of the Navy. Yet our Fleet, of course, is the greatest in the world, while our Army is far from being in a similar position of pre-eminence. All numbers are relative, and while the public always think, and rightly so, of our big Navy and small Army, it is timely to remember that the numbers of the latter greatly exceed those of the former.

INTERESTING CONTRAST.

Speaking at the Lord Mayor's banquet eighteen months ago, Mr. Churchill drew an interesting contrast between the strength of our naval personnel at that date and at the time of Trafalgar. He said that there would be during 1914, in the regular professional service of the Navy, 160,000 seamen and marines, a total which, for the first time, would exceed the largest number ever raised for the Royal Navy in the greatest crisis of the Napoleonic wars.

This present estimate of 150,000 has now been expanded to twice as much by war requirements and by yesterday's Vote of an additional 70,000. It is the limit to which the Admiralty are authorised to go up to the end of the financial year in March next, but there seems hardly a doubt that it will be reached, as Dr. Macnamara showed the figure of 200,000 in the current Estimates. Thus, while it is instructive to observe the composition and development of our strength in naval personnel, in the Navy Estimates of 1914-15, issued in March 1914, the numbers provided for were 101,000 for the active list and 65,408 for the reserve. As soon as war was declared the latter were incorporated into the active list total, and a Supplementary Estimate presented on August 6, 1914, for 200,000 additional men brought up the aggregate estimated naval force to 218,000.

HOW TO JOIN.

We now know from Dr. Macnamara that "so soon had been the desire to join the Navy and recruiting had been so good" that the Admiralty were able to enrol more than the total provided for. When the significance of this will be apparent when it is remembered that in peace time the actual numbers were always less than the numbers in the Estimates. Thus, while 200,000 active service men and reservists were voted in the 1914-15 Estimates, the number actually borne only reached 205,810.

It has been officially stated by Mr. Churchill that at the outbreak of hostilities not only were we able to man every ship in the Navy fit to send to sea, but to provide crews for a number of old vessels which, after being repaired and refitted, were found to have the possibility of usefulness in them. In addition, complements were provided for large and powerful new vessels building for foreign nations and taken into service; for the numerous armed merchantmen taken up for the development of the Royal Naval Air Service and other special branches; and for the training-schools, which were kept full to the hilt to ensure a constant supply of trained ranks and ratings.

On February 15 last, Mr. Churchill presented a vote in Committee of Supply for a total of 250,000 officers and men showing an increase of 35,000 over the number voted at the beginning of the war, and now his successor has obtained permission to raise another 50,000.

LOOKING AHEAD.

The addition now made is evidently not only to provide for new requirements, but to supply prospective vacancies. Dr. Macnamara said, in fact, that the Government were looking ahead, and that these men were not required because of any immediate military needs of the fleet. The total estimates of the Navy were stated by Mr. Asquith on June 15 to have amounted to 13,547 up to May 31, the Royal Naval Division accounting for 4,996 of this total. Clearly, then, the Government have been more than made good by the influx of 34,000 recruits since the war began apart from the extra 50,000. The present strength of the newly created Royal Naval Division has not been revealed.

From what Mr. Churchill said at Dundee on June 6, the naval position might be supposed to have altered somewhat from that which he described in earlier speeches, for he said that a large number of the old vessels of what he termed our surplus fleet at the Dardanelles would have "to be laid up for any case before the end of the year, because their crews are wanted for the enormous reinforcements of new ships which the industry of our workshops is hurrying into the water."

MORE IS NECESSARY.

Nothing of this kind is indicated by Dr. Macnamara, however, who even said that

if, as the war progressed, the requirements of the Navy should demand it, the Government would promptly come to Parliament for authority for whatever numbers might be necessary.

Readers of naval history will note the contrast between the bristling of recruiting to-day and the circumstances in the last great war, when the sea ports and a "hot press" and the gangs were out. If another way there is a contrast also with the system in Germany, whose conscript sailors, lacking the sea aptitudes of the majority of our men, have certainly not shown such sterling qualities as the British seamen.

MARVELS OF MINE WARFARE.

Thrills of Underground Fighting.

From time to time announcements appear in the official despatches to the effect that certain positions have been captured by means of mine warfare, but few people have a clear idea as to how this ingenious phase of the fighting is conducted. Mining, or subterranean warfare, is being practised continually along the whole battle front, for under the conditions of the war in the West it is the only method by which advance can be made, especially where the enemy's trenches, though so near, are yet a mile or two off for a bayonet charge to be successful.

There are several forms of mine warfare. Barring, for instance, is resorted to where the enemy's trench is to be taken. The idea is to dig a passage-way to the enemy's position without letting him know you are coming. The gallery is dug the same depth as a trench, but is seldom more than 18 in. wide, or just broad enough to allow troops to crawl along in single file. The bottom earth is dug out with picks and the top is allowed to fall in, when it is carried back to the main trench in buckets. The reason why the earth at the top of the passage is allowed to fall of its own accord is to reduce the risk of the glowing point of a pick rising above the earth and giving warning to the enemy's observers.

The most effective form of underground warfare is mining. This is practised for the purpose of blowing up the enemy's trench, or for the making of a trench nearer to the enemy's lines which soldiers can rush into and occupy before making a final bayonet charge. An expert in this phase of warfare conducts all attacks by means of underground passages. He is known as the Controller of Mines, and his assistants are drawn from the Royal Engineers. Tunnels are driven about 15 ft. or more below the surface, and are about 4 ft. high and 3 ft. wide. A number of underground passages are bored at intervals along the line of the trench, and in each are laid out a series of galleries, and in each of them are placed a series of huge charges. By this means a series of huge craters are blown in the ground and these are occupied by the infantry, who speedily form them into a long trench.

One of the most exciting forms of underground warfare is the boring of the enemy's trench, or for the making of a trench nearer to the enemy's lines which soldiers can rush into and occupy before making a final bayonet charge. An expert in this phase of warfare conducts all attacks by means of underground passages. He is known as the Controller of Mines, and his assistants are drawn from the Royal Engineers. Tunnels are driven about 15 ft. or more below the surface, and are about 4 ft. high and 3 ft. wide. A number of underground passages are bored at intervals along the line of the trench, and in each are laid out a series of galleries, and in each of them are placed a series of huge charges. By this means a series of huge craters are blown in the ground and these are occupied by the infantry, who speedily form them into a long trench.

The importance of mining warfare can be seen from the fact that the Army authorities have equipped the Royal Engineers with various elaborate inventions to assist them in their work underground. When our military miners have to operate many feet below the earth, they are provided with helmets very similar to those worn by divers. They are made of copper and have a glass disc in front which can be opened and shut, rubber tubes supply the miner with fresh air when working in atmosphere poisoned by gases from explosives. The ventilation of mines is another problem which has been solved by the military authorities by the employment of an ingenious ventilating fan. This does away with the necessity of boring ventilation holes in the roof of an underground shaft, which might betray it to the enemy. The fan is worked by two men, who turn a handle, and its purpose is to force pure air through a long pipe into the galleries.

Ever Pasha lives in fear of his life and is constantly threatened. It was necessary to relieve him of his military command, so that he could avoid coming into contact with the soldiery, and he has now been appointed to supervise the Red Cross work at Constantinople. Even his work in this connection does not quite render him immune from danger. While he was visiting a hospital, one of the patients who had had a leg amputated raised himself up in bed and, pointing at Ever Pasha, shouted: "Away with this assassin, who has betrayed and sold and ruined his country!" At these words all the other wounded soldiers in the ward attempted to get out of their beds, shouting threats at Ever Pasha, who was obliged to beat a hasty retreat.

SUPPLIED BY ALL CHEMISTS.

Physicians prescribe Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years and no home is complete without it. For sale by all chemists and grocers.

BY TELEGRAPH.

(Wah Tse Yat Po's Service.)

MONGOLIA'S POSITION.

PEKING, August 9.

Sung Wan, the "Royalist" leader, has, it is stated, advised the Kutchuk of Urga not to cancel Mongolia's independence.

OPIUM SUPPRESSION.

Opium plantation suppression directors have been appointed to the Provinces of Shensi, Kansu and Szechuan.

PEKING-KALGAN RAILWAY CASE.

The Peking-Kalgan railway case is reported to have been thoroughly investigated and many officials have been cashiered.

UNFOUNDED RUMOUR.

The Government last night received a telegram from Chekiang to the effect that the rumour that the Chekiang people were selling Poto Island to Germany was unfounded.

KWANGTUNG'S CHIEF JUSTICE.

A Presidential Mandate permits Linn Wei Jeung, Chief of the High Court of Kwangtung, to resign and appoints Sham Kiu Cheung to the position.

KWANGTUNG RIVER CONSERVANCY.

YANG.

Shanghai, August 9.
Ling Fuh Pan, Li Hon Fun and Kwang Chuk Pan and the Canton River Conservancy Commissioner are reported to have left for Canton by the steamer Kwangtuh.

DEATH OF A FORMER CANTON OFFICIAL.

Yu Sik Mui, former Educational Commissioner in Canton, died in Shanghai on August 6.

A Peking special message states that the senior officers and the Superintendent of Police in Peking have severely prohibited their men from fighting cigarettes. This, so we are gravely told, is tantamount to a boycott of foreign tobacco, especially Japanese tobacco. Both officers and soldiers are reported to have taken to pipes, a much healthier form of smoking. The Police have appointed overseers to see that the order is respected.

If the Germans have made war an affair of nauseous and poisonous chemicals, they have no monopoly in chemical knowledge. Questions of reprisals apart, our scientists and those of our Allies can discover antidotes for most of the German poisons. For instance, we understand that both petrol and gasoline are impervious to vitriol, which is one of the German weapons, and from any portion of the body smeared with vaseline a jet of vitriol will recoil without effect.

To-day's Advertisements

TO LET.

FROM 1st September that part of the Building known as "STONE-ENGINE" No. 5 Robinson Road now in the occupation of the Nippon Yusen Kaisha, particularly suitable for a Boarding House.

Apply to:

DAVID BARSOON & Co., Ltd.
Hongkong, August 10, 1915.



THE S.M. H. Champagne is manufactured by us and introduced under the above mark have been admired by the Public since they were put on the market half a year ago, for which we are extremely obliged. Recently we received a letter from the British American Tobacco Company stating that our S.M. H. Label somewhat resembles their THREE CASTLES Label, and requesting us to modify the appearance in order to make a distinction and prevent purchasers from making a mistake. Now our S.M. H. Label has been duly registered with the Government, but since the British American Tobacco Company is of opinion that our S.M. H. Label somewhat resembles their THREE CASTLES Label, we have no desire to break the friendship on account of such a matter. We are, therefore, using the RAYON and HAVOC Marks to substitute our S.M. H. Label for the time being. Our object is to make the prices cheap and the goods fine; these are more important matters. In future we shall use more discretion towards making the goods to suit the taste of our people.

CANTON NANYANG REO.

TOBACCO COMPANY.

Hongkong, August 10, 1915.

(Continued on page 6.)

BY TELEGRAPH.

CALLIGURA

CURES

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Get a bottle to-day!

Price 60 cents.

QUEEN'S DISPENSARY

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:—

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	NOVARA, Capt. H. R. HUTHINGTON, R.N.R.	14th Aug.	Freight and Passengers.
LONDON via UGAL PORTS (MALTA)	NOVARA, Capt. H. R. HUTHINGTON, R.N.R.	14th Aug.	See Special of C.A.M.
SHANGHAI, MOJI, KOBÉ, NAGASAKI, YOKOHAMA	NOVARA, Capt. D. ASSUR, R.N.R.	28th Aug.	Freight and Passengers.
LONDON via UGAL PORTS (NOVARA)	NOVARA, Capt. H. R. HUTHINGTON, R.N.R.	27th Aug.	Freight and Passengers.

Subject to immediate alteration without notice.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)THE AMERICAN LINE TO TACOMA
AND SEATTLEIn connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA and TACOMA via MANILA, KRIEUNG, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA.S.S. "MEXICO MARU" Capt. T. Yamaguchi, Monday, 23rd Aug., at 3 p.m.
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Furs.

For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

S.S. "SHINKOKU MARU" Capt. T. Yamaguchi, Tuesday, 17th Aug., at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.

S.S. "DAIJI MARU" Capt. Y. Yamaguchi, Thursday, 19th Aug., at Noon.

S.S. "SOSU MARU" Capt. A. Kobayashi, Wednesday, 18th Aug., at 10 a.m.

FOR HAIPHONG via PAKHOI.

S.S. "KIKYO MARU" Capt. T. Konishi, Saturday, 14th Aug., at 10 a.m.

S.S. "DAIJI MARU" Capt. Y. Yamaguchi, Thursday, 19th Aug., at Noon.

S.S. "SOSU MARU" Capt. A. Kobayashi, Wednesday, 18th Aug., at 10 a.m.

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will call at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—

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THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	23rd August	28th August, at 11 a.m.
ST. ALBANS	17th September	17th September, at 11 a.m.
THE EASTERN	13th September	6th October, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to—

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Agents.

NATAL LINE OF STEAMERS

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APCAR LINE
Proposed sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
"ANGOLA"	18th August	A Steamer	Beginning of September.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

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REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).FOR NEW YORK via PANAMA CANAL.
S.S. "SHIMOSA" Capt. T. Yamaguchi, On or about 31st August.

For Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. "BORNEO MARU" For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan, 17th Aug.

S.S. "RINJUN MARU" For Moji, Kobe & Yokohama, 21st Aug.

S.S. "HAKUO MARU" For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan, 5th Sept.

S.S. "BANKU MARU" For Moji, Kobe & Yokohama, 11th Sept.

For Freight or Passage apply to

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MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

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CHINA 12000 tons	NILE 10000 tons
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S.S. KOREA	Sailing WEDNESDAY, 11th Aug., 1 p.m.
S.S. SIBERIA	TUESDAY, 17th Aug., 1 p.m.
S.S. CHINA	TUESDAY, 31st Aug., 1 p.m.
S.S. MANCHURIA	TUESDAY, 7th Sept., 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the outside which is under the personal supervision of Mr. V. Morton, the world-famous seaman. Large staterooms, equipped with electric fans and running water. Bathing facilities with electric heating lamps. Numerous amusements—all water swimming tank, Filipino orchestra, deck games, dancing, etc.—and all comforts throughout the trip. The safety and comfort of Passage in Our First Cabin.

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Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong.

CHIYO MARU 22,000-21 knots, Tues., 24th Aug. at Noon.

TENYO MARU 22,000-21 knots, Tues., 14th Sept. at Noon.

NIIPPON MARU 11,000-18 knots, Tues., 28th Sept. at Noon.

SHINYO MARU 22,000-21 knots, Tues., 12th Oct. at Noon.

Via MANILA, Omitting Shanghai.

First Class to London £71-10. Return (6 months) £120.

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SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

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Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Salina Cruz, Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing.

ANTO MARU 13,500-18 knots, Friday, 10th Sept. at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent.

KING'S BUILDING (Opposite Blake Pier), Telephone 267.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. Displacement. SAILING DATE.

MARSEILLES & LONDON. S.S. "MISHIMA MARU" Capt. Wada, Tons 18,000, THURSDAY, 12th Aug., at Noon.

Via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID. S.S. "SUWA MARU" Capt. Murai, Tons 21,000, THURSDAY, 26th Aug., at Noon.

VICTORIA, E.C. & S.E.T. S.S. "SHIDZUKA MARU" Capt. Iizawa, Tons 12,500, THURSDAY, 19th Aug., at 4 p.m.

Via MANILA, KRIEUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI & YOKOHAMA. S.S. "SAKI MARU" Capt. Tani, Tons 13,500, TUESDAY, 7th Sept., at 4 p.m.

SYDNEY AND MELBOURNE. S.S. "HITACHI MARU" Capt. Tomioka, Tons 13,500, TUESDAY, 17th Aug., at 11 a.m.

Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE. S.S. "TANGO MARU" Capt. Sogaya, Tons 13,500, TUESDAY, 14th Sept., at 4 p.m.

NAGASAKI, KOBÉ & YOKOHAMA. S.S. "TANGO MARU" Capt. Sogaya, Tons 13,500, SATURDAY, 14th Aug., at 10 a.m.

SHANGHAI, MOJI & KOBÉ. S.S. "KIRIM MARU" Capt. Ochi, Tons 8,000, THURSDAY, 12th Aug., at Noon.

SHANGHAI, KOBÉ & YOKOHAMA. S.S. "SASUKI MARU" Capt. Ochi, Tons 12,500, SATURDAY, 14th Aug., at Noon.

CALCUTTA via SINGAPORE, PENANG & RANGOON. S.S. "KAWACHI MARU" Capt. Ochi, Tons 12,500, SATURDAY, 21st Aug., at Noon.

BOMBAY via SINGAPORE, MALACCA AND COLOMBO. S.S. "HAMAKURA MARU" Capt. Ochi, Tons 13,500, MONDAY, 16th Sept., at Noon.

SHANGHAI, KOBÉ & YOKOHAMA. S.S. "MIYAZAKI MARU" Capt. Ochi, Tons 16,000, TUESDAY, 24th Aug., at 10 a.m.

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"Return" 600. "Return" 550.

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Telephone No. 222.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	TAIYING	Aug. 11, at 10 a.m.
SWATOW & RANGKOK	CHUAN	Aug. 11, at Noon.
SHANGHAI	SINKIANG	Aug. 12, at 4 p.m.
WEIHAIWEI & TIENSIN	HOICHOW	Aug. 13, at 4 p.m.
SHANGHAI	LUCHOW	Aug. 15, Daylight.
HAIPHONG	SUNGKING	Aug. 15, Daylight.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. "LINTAN" and S.S. "NANU".

S.S. "MANILA LINE" Twin Screw Steamers "Chihna", "Taming", & "Tean".

Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck. All on "Taming" and "Tean".

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For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SINGAPORE, LONSANG, WEDNESDAY, Aug. 11, at 3 p.m.

HOIHOW & HAIPHONG, LOKSANG, THURSDAY, Aug. 12, at 8 a.m.

SANDAKAN, HINSANG, SATURDAY, Aug. 14, at Noon.

MANILA, LOOSANG, SATURDAY, Aug. 14, at 3 p.m.

SHANGHAI, LOOSANG, SUNDAY, Aug. 15, Daylight.

SANDAKAN, MAUSANG, WEDNESDAY, Aug. 18, at Noon.

MANILA, FUENSANG, SATURDAY, Aug. 21, at 3 p.m.

RETURN TOURS TO JAPAN.

The steamers Kuzung, Namsung & Fookung leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yachung, Kuwung, and Suung leaving Hongkong at regular intervals for Yokohama, Kobe & Moji, and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihai.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Umkan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

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Telephone No. 215.

R.M.S.P. THE ROYAL MAIL
STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO. LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN", 6,013 tons, Capt. Redden, will be dispatched for SHANGHAI, KOBÉ & MOJI on 23rd August.

WESTWARD.

S.S. "SANGOLA", 5,132 tons, Capt. Milne, will be dispatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on 18th August.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to

DAVID JARROLD & CO., LTD., AGENTS.

SHIPPING

FOR VANCOUVER AND SEATTLE.

S.S. "SAIKAI MARU" 10th August.

S.S. "SEIKO MARU" end of August.

S.S. "OISHUN MARU" middle of Sept.

For freight and further particulars, etc.

Apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, Aug. 4, 1915. 673.



STEAM FOR

STRAITS, COLOMBO, AUSTRALIA.

BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "MALTA", Captain C. O. Tarrant, R.N., carrying the Mails, will be despatched from this port on SATURDAY, the 14th August, 1915, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Service from Colombo. Passengers' accommodation in which vessels is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the a.s. Macton due in London about 26th September, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, July 30, 1915.

NOTICES TO CONSIGNEES.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "PATHAN".

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Rowland, whence and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th August, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th August, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 14th August, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, August 9, 1915. 681.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship KOREA.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from aboard. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board FRIDAY, August 6th, 1915, at noon will be subject to landing charges and if undelivered on WEDNESDAY, August 11th, 1915, at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance has been effected.

All claims and other damaged cargo will be examined at the above Company's Godown on THURSDAY, August 12th, 1915, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before August 18th, 1915 otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, August 4, 1915. 686.

DON'T Forget after the ship

